

# MOTOR RACING

and  
ECONOMY CAR NEWS

Vol. 5—No. 2 Culver City, Calif. Nov. 13-20, 1959

(Published bi-weekly except last issue of calendar year)

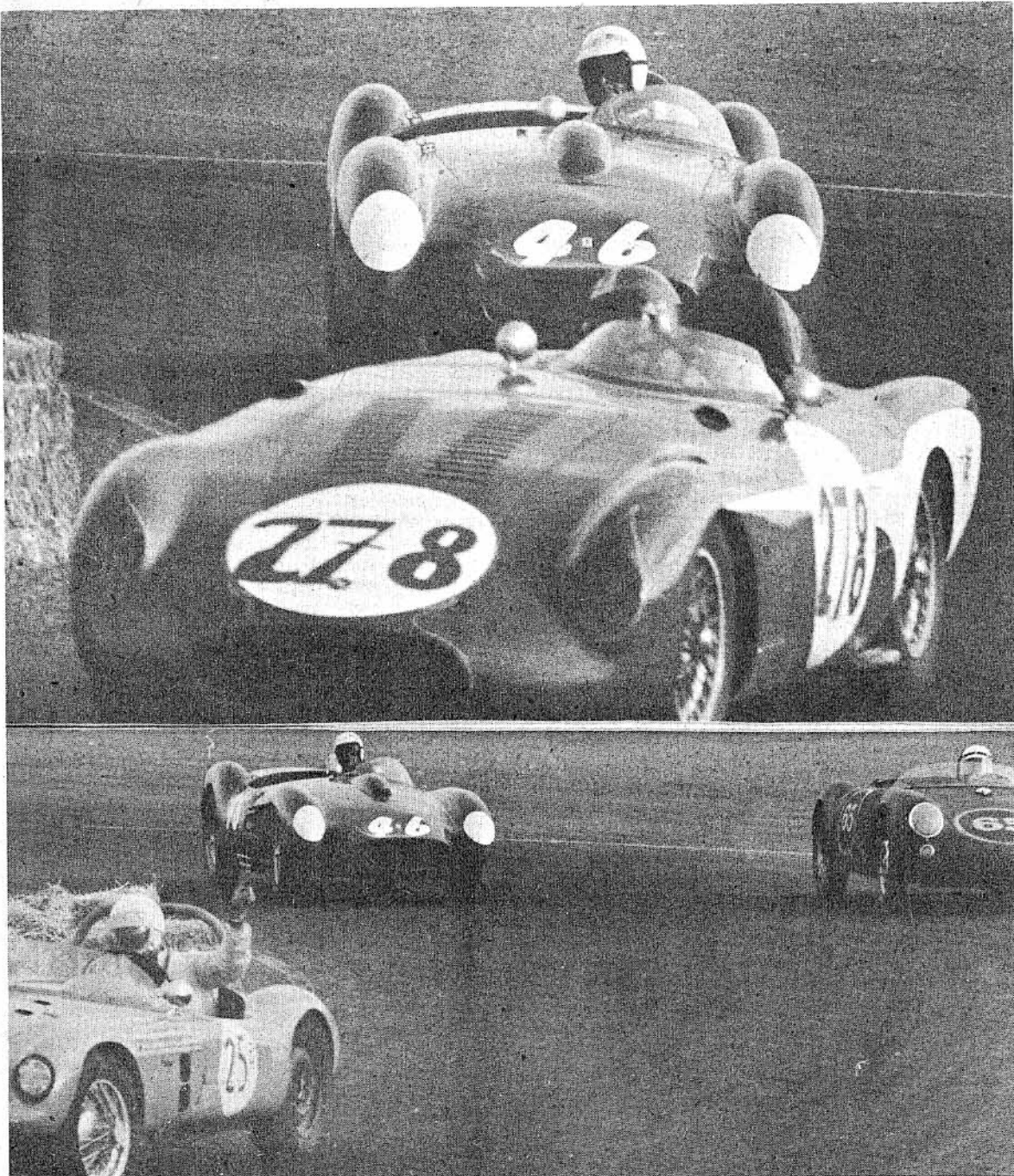
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## THE NEW CARAVELLE

RENAULT'S NEW sports car, the Caravelle, was previewed last week in a novel showing aboard a train en route to San Francisco from LA. Embellishing the 845cc French car here is starlet Judy Brent. John Green currently has the car at both the LA and SF auto shows. Other photos of preview—Page 5. (MOTORACING photo by Manuel Otumba).







DICK MORGENSEN, Ferrari Testa Rossa (46), is shown in arrears in both of these shots at San Diego's Hourglass field. Actually, each time he's lapping the others. Top: he's ready to fly by Bill Leyden's OSCA, while below he's

passing Dick Hughes' Porsche 550 (65) on the inside, and soon after boomed past Jim Chaffee's class B Pink Elephant (25). Morgensen won the SD SCCA big-bore by 34 seconds.

## MORGENSEN TRIUMPHS

### Ferrari in Easy Win

By JOHNNY McDONALD  
Special to MOTORACING  
SAN DIEGO, Calif., Nov. 15—Dick Morgensen of Phoenix was rid of serious competition by the sixth lap and went on to score an easy victory in the Pacific Coast Championship sports car feature at Hourglass Field today.

Morgensen, the pre-race favorite, got by Max Balchowsky of Hollywood and his Buick Special on the third lap and pushed his Ferrari Testa Rossa well out of range of the rest of the field by the sixth lap. It was on this lap that Balchowsky, considered Morgensen's only threat, was forced to the pits with radiator trouble.

The 38-year-old foreign car dealer averaged 68.8mph around the tight 1.7-mile course and completed 29 laps in the 45-minute event.

Hap Sharp, Midland, Tex. drove his Cooper-Maserati to second spot, 24 seconds behind Morgensen. Pete Woods, Duarte, in a Devin SS, was third, 86 seconds back, and Chuck Cornett of Fresno, a lap back in fourth with another Ferrari Testa

(Continued on Page 6)

**Vignettes**  
By Gus V. Vignolle

- Caravelle Spl.
- Booze Piped In
- Nulty on Nassau

(Photos—Front Cover & Page 5)

MORE THROUGH necessity than choice, this innocent bystander was forced, a few short semesters ago, to abandon that Great Inane American Institution, the "cocktail party."

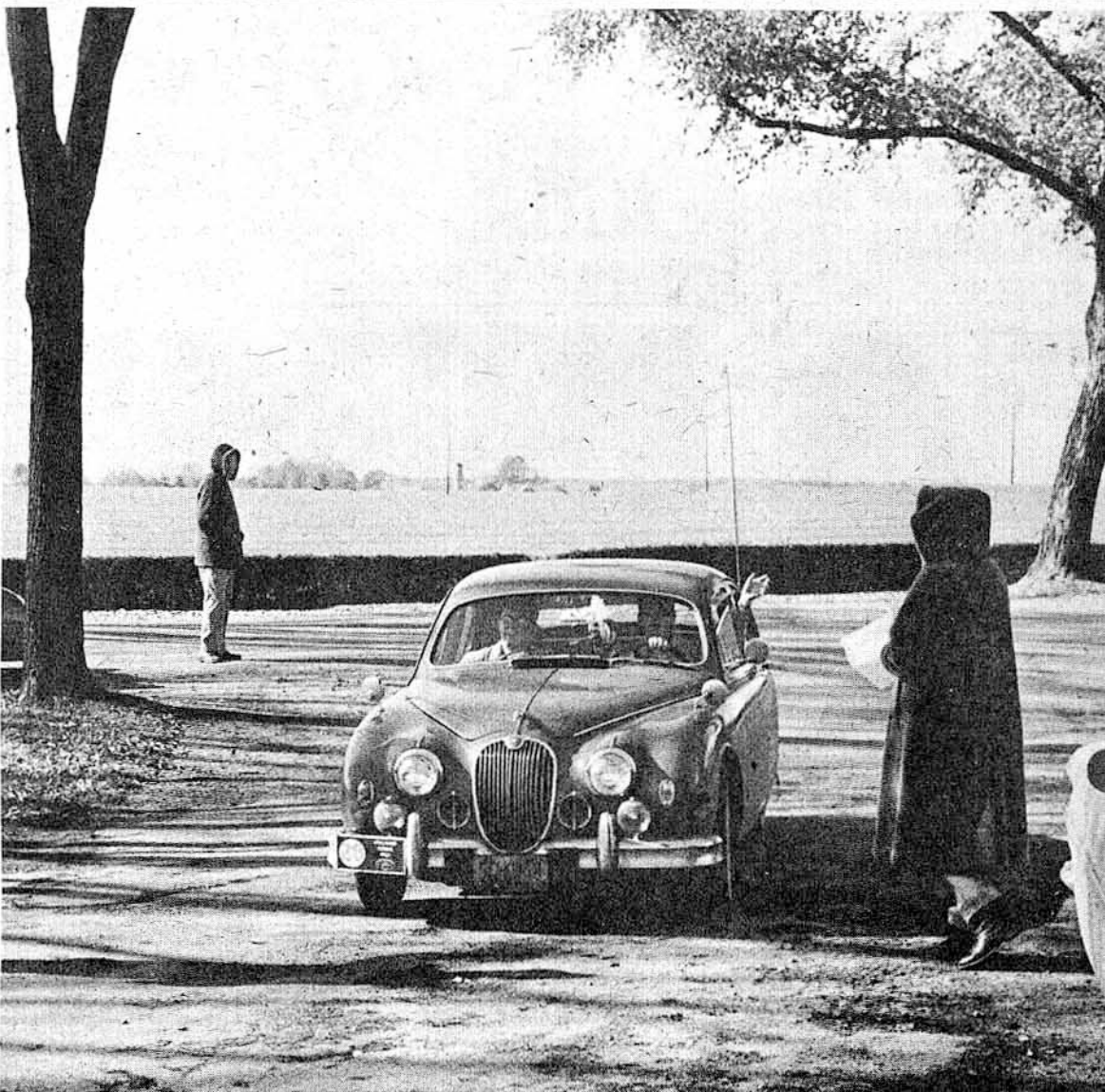
With it, of course, went the old, leathery brown taste and an attendant form of mal de mer known as the Great Hangover.

More often than not these affairs, some extremely lavish and sumptuous, have been associated with introduction of a new racing or economy car, a new model thereof, or some other form of jazz ranging from a new road racing movie to a Doollop Tryplex attachment that allegedly, assertedly and purportedly will give you more miles to the gallon of petrol.

#### ABSTINENCE

For nearly two years I gave up  
(Continued on Page 3)

**NO RALLY PHOTOS**  
Lack of space prevents publishing action photos against scenic backgrounds of the recent \$10,000 American Intl. Rally. They will run in a future issue.



THE WINNING 3.4 Jaguar of Phil Morini and Bob Johnson pulls into the final control at the end of Sunday's regularity

run in the final and deciding SCCA National rally — the Appalachian. Other photos—Page 5, Story on Page 4. (Photo by Peter Dechert)



—MOTORACING photo by Henry N. Manney III

JACK BRABHAM

Aussie Leads World Drivers' Standings

## Brabham Goes At Nassau

NASSAU, Bahamas, Nov. 18 — Jack Brabham of Australia, top man in the tight battle for the world's driver championship, has entered the sixth annual International Bahamas' Speed Weeks Nov. 27 - Dec. 7, it was announced today by Capt. Sherman F. (Red) Crise, chairman of the competitions committee.

The Aussie ace, making his first Nassau appearance, will be wheeling a two-liter Cooper Monaco when he points for the \$13,000-plus

Nassau Entries — Page 3

jackpot awaiting the winner of the featured 250-mile Nassau Trophy Race on Sunday, Dec. 6.

This top test of Nassau's \$100,000 extravaganza of sport, speed and society will find Brabham facing some keen competition and will furnish a reliable preview of the Grand Prix of the United States at Sebring, Fla., the following week.

(Continued on Page 3)

### L.A. Auto Show

Compact cars and the best that Europe and Asia have to offer feature the 37th International Auto Show now open at the Pan Pacific in L.A.

Some cars from behind the Iron Curtain are displayed in the Hawaiian-Polynesian motif. The 37 booths house 400 autos.

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# SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



AS WE WISH to devote most of our space this time to a fine editorial from Lucius Beebe and Charles Clegg's excellent weekly, the TERRITORIAL ENTERPRISE, we will wait until next time to tell you how European Grand Prix racing is rigged.

**The Poet's Corner**  
Twinkle, twinkle, little Sprite,  
Fiat Abarths in the night,  
High above the Gough so high,  
Like a Spyder in the sky.

Clatter, clatter, 2nd gear,  
What's that funny noise I hear?  
When I shifted at 10,000,  
Something flew out through the housin'.

Starkle, starkle, little fink,  
Nitromethane sure does stink,  
I don't need profound deduction,  
To know that you will run Production.

**With Enterprise**  
One of the editorials from the Oct. 30 issue of TERRITORIAL ENTERPRISE of Virginia City, Nev., reads, in full:

"If the automobile manufacturers of Detroit and its allied industrial suburbs devoted to the fabrication of American motor cars had it in their power, which happily they haven't, the wisest thing they could do to promote their own product would be to suppress and abolish the activities of antique car collectors represented by the Horseless Carriage Clubs and the magnificent Concours d'Elegance held last weekend at Pebble Beach.

"From the point of view of Detroit these convocations of old time automobiles must be a little short of subversive, a form of treason against industrial progress and the myth of American superiority in every field of commercial manufacture. For here for all to see is the visible and tangible proof that the handiwork of our industrial and craftural yesterdays was so immeasurably superior to the assembly line trash fobbed off on

the sucker public of today that there isn't even valid ground for comparison. And the proof that the knowing and informed element of the American public acknowledges this is the damning evidence that many old time automobiles, Cord to name one, sell for higher prices now than do their contemporary equivalents on automobile row.

"All one has to do to learn the extent of degradation imposed by the automobile industry on its product and its patrons is a comparative glance at the cars that were exhibited Saturday at Del Monte and the cars in which the spectators arrived. And at that the aficionados who attend the Concours represent the top brackets of American car owners both in the field of style and cost. Except for the Rolls Royces, Bentleys, Mercedes Benzes and other foreign marques visible at Monterey Peninsula there isn't a car in current use whose workmanship, styling and integrity of manufacture are not a miserable second to these things in the cars on the clubhouse lawn.

"In the Detroit-built 'family car', a product whose name itself is a clue to its peasant concept, is a towering monument to the transcendent genius of American industry for inconvenience, discomfort and indignity. And to the limitless gullibility of the American sucker for being imposed on in the name of something that doesn't exist called progress.

"And the pity of it is that built-in obsolescence is the philosophy of the same firms that once made the cars that are now classics."

"It is an educated guess that seven out of 10 married couples over 60 are sexually active." G. NEWMAN, MD.

## LETTERS to the EDITOR

GATE CRASHERS

For every gate crasher we have at our regional events, there are 10 at Laguna Seca. All of the normal problems surrounding a race seem to be magnified for this big show and everyone seems to want to beat SCRAM out of the price of admission.

If you have the time . . . I'd appreciate hearing from you. Any constructive thoughts on simplifying pass control will be most welcome. I enjoy your column and am a regular reader.

E. F. (PAT) CARDIN, JR.  
Emeryville, Calif.  
Pass Control Chief  
SF - SCCA 1959

YOU'RE IN, PETE

We have formed the Formula Junior Club of America, and are currently trying to get publicity to help get Formula Junior racing going strong next season. We have a car and there are two others running now. There are about seven more under construction right now and will be running in '60. Could you give us a plug? Interested parties may write: Formula Junior Club of America, No. 1 Madera Lane, Orinda, Calif. We will send them a free rule book and will answer any questions about the new Formula. We're also looking for members . . . Our buddy Ron Ferreira is now selling Chevies. With that new Corvair, I don't see how he can miss.

PETE BIRO  
Sports Car Pictorial  
Oakland 19, Calif.

ED. NOTE—Please count on us for all the help that we can possibly give. Space is the only problem.

COMPACT INTEREST

I noted in the last issue that at the Sebring Grand Prix in December, one Saturday event will be

## FRANKFORT SHOW:

# Bigger VW Engine Proves Just Rumor

By HENRY N. MANNEY III  
MOTORACING Staff Writer

FRANKFORT, GERMANY — This year's Frankfort exhibition was presaged by a stream of rumors about Volkswagens new commercial engine being stuck in all production cars. Porsche coming out with something really zooty like six cylinders and wot have you.

In actual fact, VW contented themselves with a few detail mods such as a new steering wheel and changing the position of the rear power pack assembly slightly, but this was done after the factory had its annual vacation. Actually the big mill will come and in the meantime I imagine there are some dealers who have a few just lying around??

Porsche also came up with nothing really radical except mucking about with the front end and if possible making it uglier (I quote a Porsche owner!!!) and introducing a 90hp 1600 Super, seen in prototype form at the 1000km of Nurburgring, which besides a tweaked engine, boasts extensively finned brakes rather like Alfa's and a single transverse leaf spring behind to counteract the dreaded sideslip.

Let me see now . . . what would you be interested in? There was a big Opel Kapitän of 2.6 liters mit cverdrive, all veddy conventional, and also a new big Borgward (2.4 liters) which amounts to an Isabella with two cylinders added on. Both of these, as well as the big BMW which has added disc brakes, are to woo gway customers from the Mercedes, who have redesigned the body on their 220 (and I imagine on other models later) to a little more modern look.

On the minicar flank, very important in Germany, the death knell of the bubble car was sealed by the English BMC Mini-Minor and Austin 7, pointed up, on the home market, by BMW's redesign of its flat twin 700 to a proper sedan and very pretty sports coupe. Other trends in this direction were the 741cc DKW Jr, three-in-line water-cooled ring-ding, like its big brothers, the Goggomobil Isar, the German built NSU/Fiat 500 and 600 coupes with local bodywork, and the Lloyd Arabella line which has traction avant and a flat four engine in both coupe and sedan.

All these cause a chill wind to blow on people with well-remembered names like Heinkel and Messerschmitt and after following the little blighters up more than one mountain pass I won't be sorry.

**MOTORACING**  
AND ECONOMY CAR NEWS

Published Bi-weekly, except last issue of calendar year by V. & P., Inc.  
3862 Westwood Blvd.  
Culver City, Calif.  
HOLLYWOOD 9-3594

For the Classified Advertising Department only: 4041 Marlon Ave., Room 208, L.A. 8 or phone AX. 2-0287.

No. Calif. Advertising, Subscriptions & Editorial: Wm. L. Finefrock Co., 1201 Van Ness Ave., San Francisco 9. TUXEDO 5-4050

Gus V. Vignolle . . . . . Editor & Publisher  
Jules Delancey . . . . . Advt. Mgr.  
June Vignolle . . . . . Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127  
Culver City, Calif.  
YEARLY SUBSCRIPTION RATES  
Domestic \$3 — Foreign \$4  
Entered as second class matter at Culver City, Calif.

Manuscripts, photos or artwork, submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

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# Vignettes

BY GUS V. VIGNOLLE

GREEN SHOWS A NEW WAY  
TO PREVIEW A SPORTS CAR

(Continued from Page 1)  
these affairs, and was represented at these functions by a younger and more durable man, Mr. W. R. C. Shedenhelm.

However, with the gout and lumbago clearing up, I undertook one of these deals last week—and, brother, it was a jazzier from the word "vamonos."

In Washington, when a visiting Latin dignitary is met at the airport by President Eisenhower, gets the 21-bang salute and a meal ticket to Blair House, they refer to this as the "Big Enchilada" treatment; in other words, the works.

Well, that's what this latest free-load was—the "Big Enchilada" of the automotive world. Having passed the action for a spell, I asked Josh Hogue of the San Francisco Chronicle if anything I might have missed topped this latest caper. Josh said absolutely not and that I was correct in labeling this one the creme de la creme.

And Mr. Hogue should know, for he is the dean of Pacific Coast sports car racing and rallying columnists. Additionally, Josh is an astute judge and observer of anything bordering on the doctrine that pleasure is the chief end of life.

This was a deal cooked up by Johnny Green, the surging Renault distributor, and his star promotional-advertising director, Len Weissman, with an assist from Bob Johnson.

What they did was cook up the most unique party ever thrown in this dodge to preview Renault's new sports car, the Caravelle . . . so they went western with a French product.

Newspaper and magazine writers assembled one smoggy night aboard Southern Pacific's Lark, bound for San Francisco. The SF automotive writers flew down to LA to meet the train.

## REAL TRAIN TRIP

This wasn't just an ordinary train trip, Sam. A special baggage car, dubbed the "Caravelle Crystal Palace," was outfitted like an old-time western tavern. Some guys still have sawdust in their brogans and hair.

At the tailend of this 'special car was the Caravelle display auto, enclosed within walls draped in Dodge City splendor. Western scenes adorned the walls. There were models and starlets for photographic purposes.

There were gaming tables. And as each scribe checked in, Mr. Weissman presented him with \$200,000 in stage greenery for a rifle at the dice and card tables.

There was a masterful piano player . . . and western songs.

There was a bar with a fantastic supply of booze that was piped in at each stop as the train rumbled through the night. There was a buffet supper.

And up ahead, for those unorthodox enough to devote some thought to sleeping, bedrooms were provided on two private Pullman cars adjoining the "Crystal Palace."

## MODIFIED V8 JUICE

A bus met the contingent of some 30 scribes in the clear, brisk San Francisco sunshine and whisked them to Tarantino's for a walloping breakfast at famed Fisherman's Wharf. And as Jorge Labardini, the Mexican Sage of Chilpancingo, would say, "They poured modified V8 juice!"

A sightseeing tour of the city for the LA hayseeds — and to the airport for a quick flight back to Smogville and reality.

They don't come like this every day. You can call it the Big Enchil-

ada, the Big Frog, the Big Tamale or the Big Shrimp — or anything you want. But it all adds up to one word—it was a GASSER!

## WONDROUS NASSAU

Might as well stay on the society kick and tell you that Nassau is coming. There is something wondrous about New Providence Island. The pace is more relaxed . . . like Mexico. The turquoise and emerald waters are unforgettable. The rum NEVER stops flowing.

Shell Nulty of the Bahamas News Bureau wields a facile pen. Here are a couple of paragraphs gleaned from some 1,345,689 words that he has written about the island and the races coming up over there:

"Staid old Nassau, suave and sophisticated capital of the British Bahamas, dons a new personality for the famed Intl. Nassau Trophy Road Races and acts like a dowager out to do the town.

"The sixth annual renewal of this spectacle of speed and society, sport and sunshine is scheduled for Nov. 28-Dec. 7 over the 4.5-mile Oakes Field course with its 18 turns, twists, reverses and scorching straightaways.

" . . . The relaxing clip-clop of horse-drawn surreys and the cheerful jingle of bicycle bells is replaced for those few days by the blating of exhausts and the roar of fast-turning engines. Nassau's elegant oceanfront hotels will be thronged. Nightly cocktail parties and dances signal the start of a sparkling social season, climaxed by the glamour and glitter of the Annual Motor Ball at the Fort Montagu Beach Hotel on Dec. 7."

## GRANT'S CHOICES

Gregor Grant, in Britain's authoritative AUTOSPORT, lists his top drivers for 1959, led by Stirling Moss as the world's only five-star pilot. Others follow with numbers indicating stars awarded them by Grant: Jack Brabham and Tony Brooks, 4; Maurice Trintignant, Harry Schell, Masten Gregory, Phil Hill, Graham Hill, Carroll Shelby, Roy Salvadori and Joe Bonnier, 3; Ron Flockhart, Bruce McLaren and Dan Gurney, 2, and Innes Ireland and Cliff Allison, 1; Alan Stacey and Mike McKee.

First Reserves: Bruce Halford, Jack Fairman, Colin Davis, Henry Taylor, Ian Burgess, Michael Taylor, Olivier Gendebien, Chris Bristow, David Piper, Lucien Bianchi, Jimmy Clark, Tony Marsh.

## NO CRANBERRIES, PLEASE!

**AUTO RACE FANS HURT**  
MACAO, Nov. 15—More than 12 spectators were injured when a wooden bridge collapsed over the track today during the Macao grand prix.

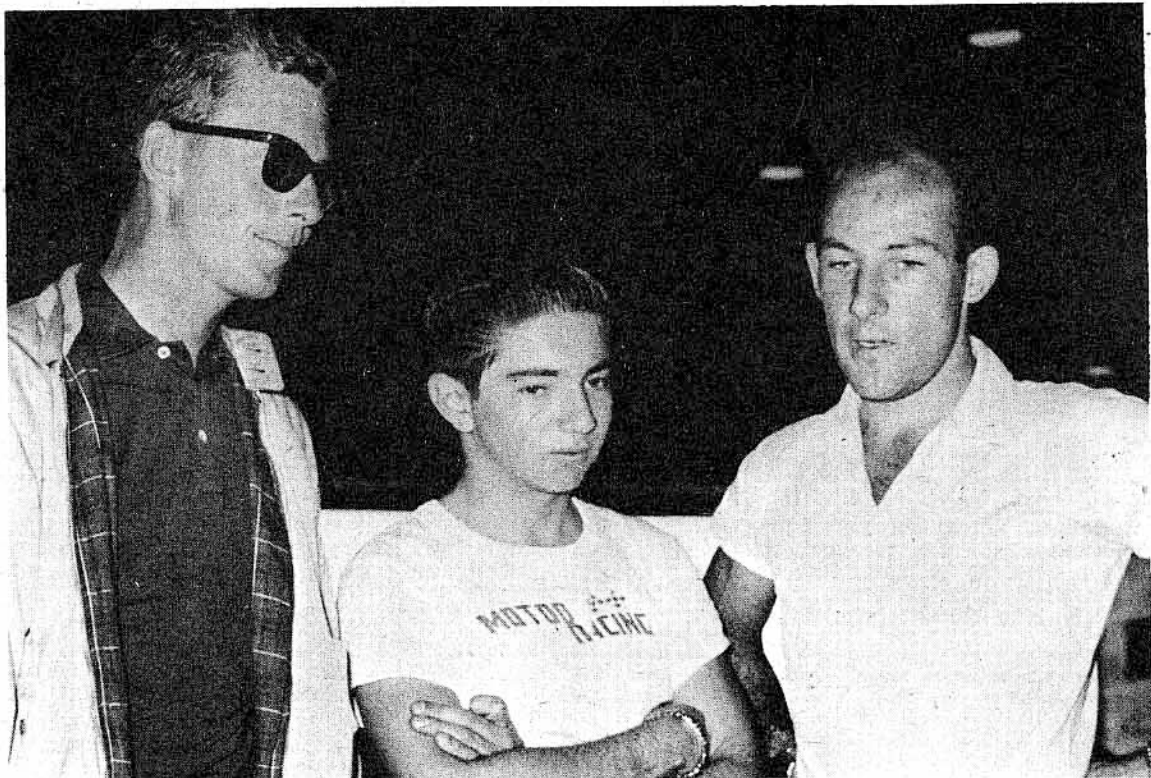
The collapse occurred just after the tightly-bunched cars passed under the bridge.

The race was stopped for an hour while the injured were removed and the debris cleared. Ron Hardwick of Hong Kong, driving a Jaguar, won the 228-mile race.

## RAIN DELAYS RACE

ATLANTA, Ga. — The National championship late model stock car race, scheduled to inaugurate the new \$2 million Atlanta Intl. Raceway, has been postponed. Reason: the wettest October in 81 years has delayed completion of the new track.

Overheard at the Grand Prix — "She's keeping him young."



AMONG WELL-KNOWN sports car drivers competing in the international sports car races at Nassau, Bahamas, Nov. 28 - Dec. 7, are, from left, Eddie Crawford, Northfield, Ill., Porsche RSK; Ricardo Rodriguez, 17, Mexico

City, going in a 2-liter Ferrari for the first time; and Stirling Moss, of England, 4.2 Aston Martin, recognized as the world's top road racing pilot.

(Photo by Bahamas News Bureau)

## Races Dec. 5 - 6

The last Cal Club sports car race meet of the season is Saturday and Sunday, Dec. 5-6, at Riverside International Raceway.

This will be the first meet in which all modified cars over 1000cc will be eligible to run in the main event.

This 17-race meet may decide two major sports car championships—the West Coast championships sponsored by MOTORACING and the Cal Club's own championship standings.

On Saturday, there will be nine sprint events with a full eight-card on Sunday topped by the Grand Prix style feature.

## NASSAU RACE ENTRIES

Nov. 28 - Dec. 7, 1959  
OAKES FIELD COURSE, NASSAU, BAHAMAS  
Accepted Entries Through Nov. 4, 1959

NAME	HOMETOWN	CAR	CC	CLASS
Sam Crooks	Madeira Beach, Fla.	Aus-Healey	2998	D GT
Edward Crawford	Northfield, Ill.	Porsche RSK	1498	F
Edward Spicer	Lime Rock, Conn.	Maserati	1486	F
Robt. Publicker	Ft. Lauderdale, Fla.	OSCA	750	H
Gaston Andrey	Switzerland	Ferrari	1998	E
Roy Schechter	Miami, Fla.	Porsche RSK	1498	F
Ken Miles	Hollywood, Calif.	Porsche RSK	1498	F
Oliver Schmidt	Northfield, Ill.	OSCA	750	H
Gil Geitner	Falmouth, Mass.	Ferrari	1984	E
Alan Connell	Fort Worth, Texas	Ferrari	2900	D
Carl Dorr	Miami, Fla.	Alfa Spyder	1290	F GT
Antonio Izquierdo	Bogota, Colombia	AC Bristol	1971	E GT
Marion Lowe	Santa Cruz, Calif.	Lotus II	1098	G
Jim Lowe	Santa Cruz, Calif.	Lotus II	1098	G
Richie Ginther	Hollywood, Calif.	Ferrari	2953	D
Josie von Neumann	Hollywood, Calif.	Ferrari	1498	F GT
Cmdr. S. M. Decker	Philadelphia, Pa.	Porsche Carr	2999	D
Loyal Katskee	Omaha, Neb.	Ferrari	4995	C
Dr. Robt. White	Redlands, Calif.	Ferrari	4640	C
Dr. R. K. Thompson	Washington, D. C.	Sting Ray	1498	F GT
John Luce - Jim Orr	San Francisco, Calif.	Porsche Carr	2953	D
Robert Grossman	West Nyack, N. Y.	Ferrari	948	G
Phil Stiles	Palm Beach, Fla.	A-H Sprite	5500	B
Jim Jeffords	Chicago, Ill.	Scarab	2999	D
Fritz de Orey	Brazil	Ferrari	2999	D
Zaurab Tehkotoua	Spain	Ferrari	2999	D

(Continued on Page 4)

## Brabham Races At Nassau

(Continued from Page 1)

Arrayed against the Australian will be a lineup which includes Stirling Moss, two-time winner of the Nassau event and second in the world point standings; Phil Hill of Santa Monica, Calif., tied for third on the point list and the 1955 Nassau champ; and Rodger Ward, winner of the Indianapolis 500 and the 1959 driving champion of the United States Auto Club.

Brabham now holds top spot in the world driver standings with 31 points. Moss is still in position to grab his first world title with 25½ points. Hill and Britain's Tony Brooks share third spot with 23 points each.

Adding spice to the Speed Weeks sport will be the First Annual International Championship for Karts which will be a 50-mile event for the diminutive speedsters offering a substantial \$1,500 prize to the winner.

This will be staged Saturday, Dec. 5, under the lights on a special half-mile course near the pit area at Oakes Field, the former airfield which now comprises the 4.5-mile Speed Weeks layout.

Rene Pellandini, President of

## Worldwide Import, Inc.

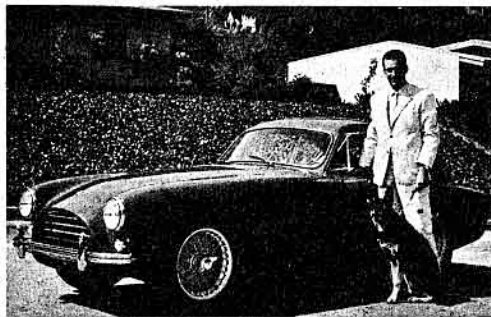
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## "Sports car Christmas cards"





## FLASH! - FLASH!

At presstime, MOTORACING learned that Juanita (Neen) DeLoof won the Natl. SCCA drivers' rally championship for 1959, and her husband, Mel, the navigators' title. They are from Manhattan Beach, Calif., drove a Jaguar coupe. They succeeded Joe and Celia Bechtel, their neighbors, the 1958 winners.

## Looks Like West Has Scored Again

The SCCA National Rally Championship situation is still somewhat clouded because results of the FLAMING FALL (Kansas City) rally are not yet available. However, after the APPALACHIAN (see story elsewhere in this issue), it is obvious that there are two and possibly three teams in hot contention.

These are the Andy Deming-Tom Lusk combo, Mel and Juanita DeLoof of Manhattan Beach Calif., and possibly the Philip Morini-Robert Johnson duo. This latter team, however, winner of the APPALACHIAN, is rumored not to have competed for points in the RIP VAN WINKLE where it placed second. Between the Deming-Lusk and DeLoof teams, it's practically a toss-up.

Here's the situation: Deming and Lusk were first in the JERSEY 500, first in RIP VAN WINKLE, third in the BERKSHIRE and fourth in the APPALACHIAN. Using the best three events gives them five points each—Deming as driver and Lusk as navigator.

Mel and Juanita, the leading western contenders, have a slightly more complicated situation. They have different scores, since the two did not rally together all season. Juanita, as driver, has a second on the GOLDEN WEST; one first each on the EL CAMINO and the CONTINENTAL DIVIDE for four points, with a third on the JOHNNY APPLESEED, thrown in for good measure. Mel has a second on the GREAT CANYON, a second with Juanita on the GOLDEN WEST and a first on the EL CAMINO for five points, with a third on APPLESEED and first on CONTINENTAL DIVIDE not even counting for him. Best three out of the first four designated events comprise championship status.

Therefore it appears to us that Juanita DeLoof has won the driver honors with her four points and that Mel and Tom Lusk will have to share top navigator honors with five points each, unless some procedure has been set up to break ties of this nature.

—DUANE SPARKS.

## Eastern Rallyists Take First

(Photos—Page 1 & 5)

By PETER DECHERT

Special to MOTORACING

HERSHEY, PA., Nov. 8 — The team of Andy Deming and Tom Lusk, shooting for a win or second place in the Appalachian National rally, which would have given them the SCCA rally championship, lost more than a minute by misinterpreting an instruction on the first day's run and never recovered, finally finishing in fourth place.

Philip Morini, an actor-director from New York City driving in his fourth national rally, and his navigator Robert Johnson, a physicist from Hasbrouck Heights, N. J., won the rally by virtue of the commanding lead they amassed in placing first on both Friday's and Saturday's long runs. They almost beat themselves by missing a turn on the short regularity run this morning. On this run, the two garnered more penalty points than they had in the earlier 550 miles of driving, but their early lead stood up for them.

Harold Gordon, who writes a weekly rally column for a Washington newspaper, and his wife, Ingrid, put their preaching into practice by coming into second place in a brand-new 1600 MGA behind Morini's 3.4 Jaguar. Third place was taken by the Porsche coupe of Mr. and Mrs. R. Gamble Mann, rallymasters of the Virginia region SCCA, ahead of Deming and Lusk's Volvo.

The rally started in 70-degree rainy weather and a cold snap produced snow for the early starters the next morning. Fortunately, the ridge roads of central Pennsylvania, where the course had been laid out by Dick Smith and Ted Trump, was occasionally fog-bound and largely wet, but never

## Ferrari Dumps Hill and Gurney

Failure to reach an agreement over their 1960 contract as members of the Italian Ferrari Formula I and sports car road racing team has resulted in the two American members from So. Calif. to be dropped from the scuderia.

They are Phil Hill, Santa Monica, and Dan Gurney, Riverside, whose 1959 season was his first as a factory pilot.

It's all a matter of finances. Ferrari said: "Sign now for 1960 or you don't race at Sebring in the first U.S. Grand Prix for FI cars, Dec. 12."

Neither Hill nor Gurney signed, so as of now they are not racing at Sebring. Since Ferrari is in need of top drivers, veteran race followers look for both drivers eventually to come into the fold.

froze, and provided more excitement than hazard. Several drivers had just completed the American International rally and they had more to do in this one than in that, with the roads providing plenty of challenge and variety.

Eighty cars started and 63 completed the three-day run. The team prize was won by Mañ-Mann, Deming-Lusk, and Anthony and Ruth Arnold of Bethesda Md., beating 11 other teams that finished out of 17 nominated. As always, a few glory-runners, after goofing on the first few checkpoints, went quietly home without leaving any word for the harassed organizers. By and large the contestants were enthusiastic about the course and the conduct of the Appalachian, and many reserved numbers for next year before they left.

RESULTS: (Award winners only):

Overall  
D - Philip Morini  
N - Robert Johnson, 3.4 Jaguar, 114.  
D - Harold Gordon  
N - Ingrid Gordon, MGA 1600, 140.  
D - R. Gamble Mann  
N - Elizabeth K. Mann, Porsche Coupe, 162.  
D - Andrew S. Deming  
N - Thomas R. Lusk, Volvo, 163.

D - Jack Conover  
N - Mary Conover, Triumph TR-3A, 167  
D - Jerome S. Morici  
N - Blodgett, 190 SL, 168.  
D - Jo Ann Carlisle  
N - Bill Carlisle, Ghia Coupe, 169.  
D - Arthur J. Gervais  
N - Constance Gervais, XK 140 Jaguar Coupe, 173.

### REGULARITY RUN

D - Willard B. Coddington  
N - Ivan C. Snell, Corvette, 1.  
D - Marjorie K. Thomas  
N - H. E. Thomas, Porsche Coupe, 1 (no tie).  
D - Michael Siccardi  
N - William Baldwin, Alfa SS Coupe, 3.  
FIRST DAY RUN—Morini & Johnson, Burns & Burns, Mann & Mann.  
SECOND DAY RUN—Morini & Johnson, Coddington & Snell, Haskell & Haskell.

### Russia to Enter Grand Prix Races?

LONDON, Nov. 6 — Jack Brabham, of Australia, predicts that Russian drivers will soon enter inter-national grand prix auto racing.

Brabham, leading contender for the world drivers' championship, said:

"The Russians have been to quite a number of circuits in Europe and have been watching the sport carefully."

## Nassau Race Entries

(Continued from Page 3)

Denise McCluggage	New York City	Ferrari	2999	D
Howard Hanna	Broomall, Pa.	Deutsch-Bonnet	850	G
Richard Toland	Devon, Pa.	Deutsch-Bonnet	850	G
Frank de Arollano	San Juan, P. R.	Aston Martin	3672	GT
Edward Martin	Columbus, Ga.	Ferrari	3800	C
Charles Weiss	Beaver Falls, Pa.	Ferrari	3781	C
Chuck Rickert	Indianapolis, Ind.	Porsche RSK	1498	F
Dale Duncan	Kansas City, Mo.	Ferrari	3500	F
Arthur Swanson	Antibes, France	MG-A	1498	D
Hugh Sutherland	Toronto, Canada	Aus-Healey	2700	GT
Ross Durant, Jr.	Clearwater, Fla.	Alfa Spyder	1290	GT
George Constantine	Southbridge, Mass.	Aston Martin	4200	F
August Pabst	Milwaukee, Wis.	Scarb MK.III	5500	B
Thomas Fleming	Blue Bell, Pa.	Lotus	1098	G
Howard Fowler	Miami, Fla.	Porsche Carr	1498	F
King Moore	New York City	Fiat Abarth	747	GT
George Reed	New York City	Ferrari	2996	D
George Waltman	Beaver Falls, Pa.	Fiat Abarth	747	GT
Millard Ripley	Washington, D. C.	Porsche RS	1498	F
Paul Richards	Midlothian, Ill.	Fiat-AB Monza	747	GT
Ricardo Rodriguez	Mexico City, Mex.	Ferrari	1998	E
Pedro Rodriguez	Mexico City, Mex.	Huffaker Spl.	2996	D
Charles Howard	Woodside, Calif.	Alfa Spyder	1290	GT
Ernest Grimm	Tulsa, Okla.	Lotus	1962	F
H. T. Entwistle	Hamilton, Ont. Can.	Porsche RSK	1498	E
Team Camoradi	Miami, Fla.	Lotus	1900	GT
Jay Chamberlain	Hollywood, Calif.	Maserati	2996	D
Edward Fuchs	Franklin, Mich.	Fiat-AB Monza	747	GT
Ray Cuomo	Washington, D. C.	Porsche RSK	1498	F
Harry Blanchard	Greenwich, Conn.	OSCA	1498	F
Louis Comito	Centerport, N. Y.	Cooper-Maser	2491	D
J. R. "Hap" Sharp	Midland, Tex.	Nisonger Spl	4600	C
Paul O'Shea	New York City	Maserati	2991	D
Buddy Cagle	Okmulgee, Okla.	Jaguar Spl	3463	GT
William Rearden	Villanova, Pa.	Jabro Spl	748	C
Robert Major	Chicago, Ill.	Actari	4661	H
James Kaperonis	Charlotte, N. C.	Lotus	1990	E
Seymour Kaback	New York City	Aus-Healey 3M	2991	GT
Roy Salvadori	London, England	Fiat-Abarth	747	GT
John Norwood	New York City	Lister-Chevy	4710	C
R. J. Hissom	Fort Worth, Texas	Aus-Healey 3M	2991	GT
Dudley Smolen	New York City	Aston Martin	4200	C
Stirling Moss	London, England	Bocar	5000	C
Harry Heuer	Chicago, Ill.	Lotus	1100	G
Prudence Baxter	Sausalito, Calif.	Lotus	1098	GT
Count de Richelieu	France	A-Healey Sprite	747	H
Ed Leavens	Ontario, Canada	Porsche RSK	1498	F
Robert Holbert	Warrington, Pa.	Maserati	4477	B
Jay Harrison - Jim Hall	Dallas, Texas	Maserati	5680	B
Carroll Shelby	Dallas, Texas	Ferrari	2992	E
Wayne Burnett	Chicago, Ill.	Porsche RSK	1610	E
Wolfgang von Trips	Germany			

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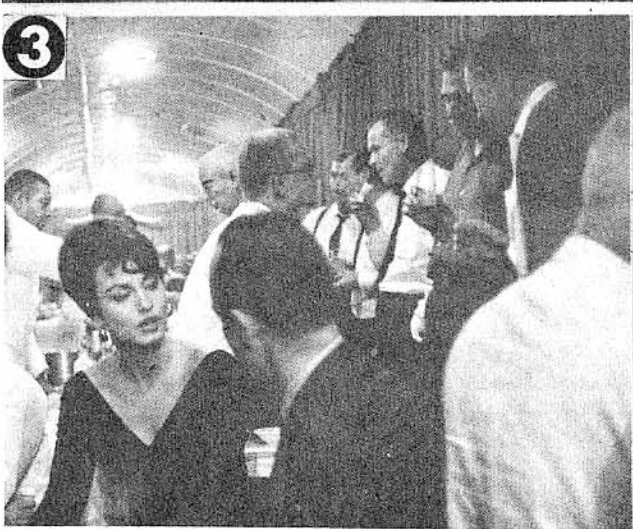
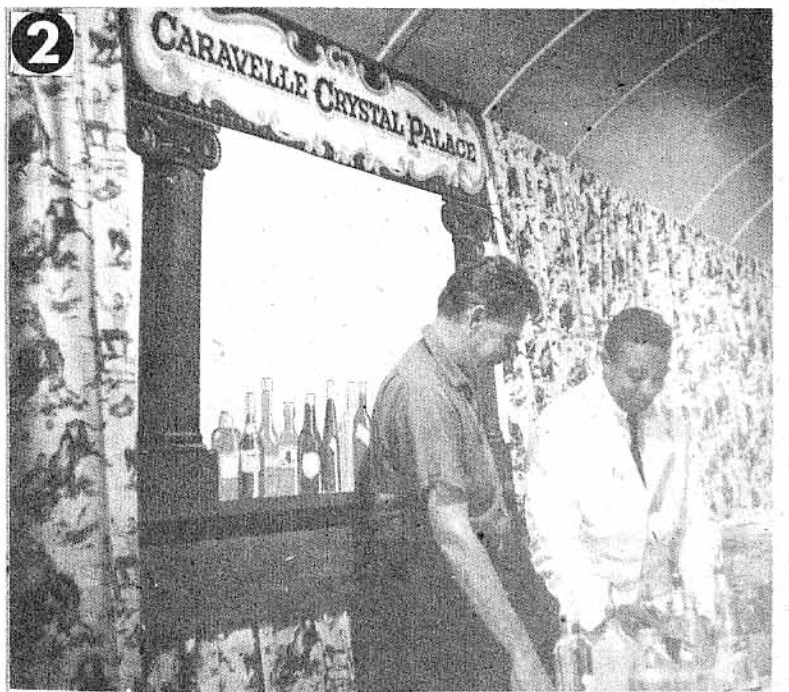


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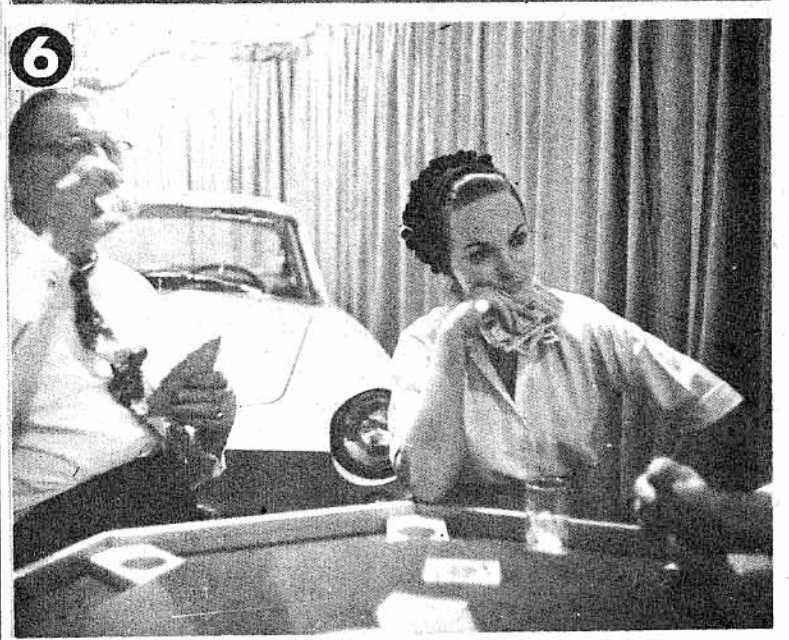


# UNIQUE PREVIEW FOR CARAVELLE



SCENES FROM the unique preview of the new Renault Caravelle aboard the So. Pacific Lark include: (1) from left, starlets and models Arlene Nardi, Jo Wesson, Liz Brock and Judy Brent; (2) Bill Dredge, LA Times auto editor, stops by refreshment counter; (3) Johnny Green, Renault distributor (foreground), chats with group, with newsmen in background; (4) long view of Caravelle Special, with auto at end, and Josh Hogue, SF Chronicle, pointing at camera; (5) auto editors while away the night hours at the dice table, each using \$200,000 in stage bills provided by hosts; (6) Slim Barnard, auto editor of LA Examiner, has a sip at card table as Liz Brock ruminates while waiting bid from player at her left. Other photo on front cover. Read Vignettes on Page 1. (MOTORACING photos by Gus V. Vignolle)

# APPALACHIAN RALLY



APPALACHIAN RALLY in Pennsylvania concluded SCCA Natl. rally season. (1) Volvo of Andy Deming and Tom Lusk about to be waved away by Starter Phil Hancock for first day's run. They stood to win SCCA championship with a first or second-place finish, but could manage no better than 4th; (2) Jim and Barbara Bickham bring their Mercedes into Arch James' checkpoint on Saturday afternoon. They stood in top five after Saturday's run, but made several costly errors in the regularity run Sunday morning; (3) Dick Smith, far left, who organized rally, prepares to welcome two cars into a checkpoint, while Joe Helwig uses binoculars to spot their numbers. In Alfa are experienced team of Jessie and Vic Wallder, Nutley, NJ; Ed and Rose Buckley, Spring Lake, NJ, crew the Mercedes. Other photo—Page 1. Story and how westerners fare for Natl. title—Page 4. (Photos by Peter Dechert)



PARKINSON ON TOP Connell in Win; Crash Mars Race MORGENSEN WINNER

SANTA MONICA, Calif., Nov. 8 — An Austin-Healey Sprite from Burbank Sports Car Center, driven by Jim Parkinson, took top mileage honors in the 1959 Mileage Rally for sports and economy cars today, scoring 56.50 miles-per-gallon over a 345.6-mile course. The run started in LA and looped through 36 towns.

Complete results:

1959 ECONOMY AND SPORTS CAR MILEAGE RALLY RESULTS					
M.P.G.	PLACE	CAR & DISPLACEMENT	ENTRANT	DRIVER	
CLASS A, Under 750cc					
55.30	1	Fiat 500	2	Italiano Motors	Bill Levy
49.16	2	Fiat Abarth 750	28	Italiano Motors	John Rich
48.67	3	N.S.U. Prinz	39	Yeakel Plymouth	Bill Likos
42.72	4	Renault 4CV	23	Nick Pastor	Barbara Nieland
38.51	5	Citroen 2CV	32	Citroen Cars Corp.	Egon Haag
CLASS B, 750 through 1099cc.					
46.25	1	Renault Dauphine	22	John Green Corp.	John Lance
42.80	2	Lancia Appia	43	Prima Motors, Inc.	Jim Downey
42.24	3	Austin A-40	6	Burbank Spts Car	Louis Calvo
41.34	4	Morris 1000	47	Henry Perron & sons	Bob Nichols
38.61	5	Triumph	37	Auto Works	D. R. Feuerhelm
38.43	6	Fiat 1100	41	Italiano Motors	Walt McKelvy
36.69	7	DKW	16	Satori of Cal.	Gunther Draheim
34.91	8	Goliath	45	Goliath Sales	Dick Yeo
33.73	9	Skoda	12	Willy Witken, Inc.	Wm. Doushness
CLASS C, 1100 through 1599cc.					
43.67	1	Volkswagen	29	Competition Motors	Lillian Warner
40.94	2	Porsche	21	Precision Motors	Mary Davis
39.21	3	Austin A-55	17	Gough Industries	Ocece Rich
37.37	4	Datsun	4	Woolverton Motors	Bob Russo
37.25	5	Simca Aronde	1	Weggo Motors	Betty Shutes
36.99	6	Fiat 1200	34	Italiano Motors	Marty Evelhoch
36.42	7	Opel	33	Colonial Buick	Milan Micka
34.38	8	Morris Oxford	7	Burbank Spts Car	Dave Long
34.33	9	Peugeot 403	27	Holiday Motors	John Barrett
34.07	10	Vauxhall	35	Tom Ray Pontiac	Bill Luther
32.63	11	MG Magnette	9	Burbank Spts Car	Clyde Thigpen
32.45	12	Volvo	5	Hamer Imports	Lee Hamer
32.02	13	Hillman Minx	13	Holiday Motors	Sunnie Baker
25.45	14	Toyopet Cust Cwn	25	Art Frost Imports	Don Flitton
CLASS D, Over 1600cc.					
35.35	1	Citroen ID-19	38	Citroen Cars Corp.	Lance Rocke
31.86	2	Taunus	26	Ulrich-Nelson Mtr.	Pierce Venable
29.15	3	Ford Consul	15	Ed Shuey, Inc.	Al Cottle
28.34	4	Mercedes-Benz 180	11	Mercedes-Studebaker	Dick Griffith
27.63	5	Lancia Flaminia	14	Torino Motors	Roger Burnett
22.40	6	Simca Vedette	44	Art Frost Imports	Jim Bell
CLASS E, Sports Cars Under 1600cc.					
56.50	1	Aus-Hly Sprite	18	Burbank Spts Car	James Parkinson
55.85	2	Berkeley 60	3	Olympic Int Mtrs	Vern Loveland
52.97	3	Zagato Fiat Abth.	31	Italiano Motors	Art Rene
49.70	4	Lotus Elite	20	Chamberlain, Inc.	Jay Chamberlain
47.38	5	Karmann Ghia	40	Competition Mtrs	Ginny Sims
40.16	6	Alfa Romeo	46	Italiano Motors	Woody Bell
33.46	7	MGA	36	Henry Perren	Ray Pickering
32.31	8	Simca	30	Claude Short	Ruth Doushness
CLASS F, Sports Cars Over 600cc.					
33.93	1	Triumph TR-3	19	Auto Works	L. Jack Draper
33.61	2	Mercedes-Benz 190	10	Mercedes of Valley	Wm. C. Brandis
31.98	3	Austin-Healey	24	Burbank Spts Car	C. W. Vandagriff

AVERAGE M.P.G. ALL CARS 38.42

Connell in Win; Crash Mars Race

DAYTONA BEACH, Fla., Nov. 15 — Wealthy Texas sportsman Allan Connell of Fort Worth averaged 103mph in a 4.1 Ferrari for 35 laps around the 3.81-mile banked course here to win the last SCCA Natl. race of the year.

Second was Walt Hansgen in a Jaguar-Lister. He won the class C Natl. title for the second straight year. Hansgen and George Constantine, Aston-Martin, were tied before this race.

Constantine led with five laps to go, but he lost a rear tire tread on one of the banked turns at nearly 150mph. Connell moved in front. Constantine came back but could not catch Connell.

The race was cut five laps because of darkness. It had been delayed 45 minutes due to an accident in the second lap. E. D. Martin, in a new 2.8 Maserati, struck the top rail of a high bank and the car slid down.

It was hit by Don Sessler's Porsche RSK. Hurlled into the infield, the Maser burst into flames. Martin made a miraculous escape from the burning car. He was hospitalized, although his injuries were reported not serious. Sessler was unhurt.

"Work can become a disease" — Gurey.

MORGENSEN WINNER

(Continued from Page 1)

RAIN CLOUDS  
The Sunday program was pestered by threatening rain clouds but committeemen of the San Diego region of SCCA had less problems than on Saturday's abbreviated show.

An hour delay because of an extended practice session got the Saturday program of eight races underway at 1. The number of laps was not reduced for the production races so that the three features were run in near darkness.

The 10-lap preliminary feature Saturday had to be called after four laps. First the drivers were given the white flag, then the start-er held the red and checkered flags to bring the race to an end. It was finally halted with an ambulance and motorcycle cop on the course. Art Snyder, who finished second in Saturday's modified G and H race, said it was difficult to see even in his event and there were two more to follow.

SEVERAL ACCIDENTS  
The course, generally considered one of the safest on the coast, experienced several accidents both days. Drivers felt the course had been tightened too much and that they had a tendency to overdrive. "It's a good 2-liter course," said Balchowsky.

Dr. William H. Molle of Playa del Rey rolled his Fairchild on Saturday but was unhurt. Pete Finch of Arcadia rolled his MGA while Ro-

land Berry's Austin Healey, and Alan Schorken's Arnolt Bristol collided head on but none of the drivers was injured.

Bob Challman of Hermosa Beach went through the fence with his Lotus and hit two spectators. Challman was unhurt and the two people were treated for abrasions.

Balchowsky, trying out his new 'Old Yeller' for the first time, jumped into an early lead in Sunday's feature, with Morgensen slipping about four lengths back. Morgensen shot past quickly between turns five and six on the third lap and Balchowsky began fading back until he went into the pits.

FERRARI WELL TUNED  
From then on, the well-tuned Ferrari hummed evenly and lapped all but the second and third cars. Sharp, who flew in from Texas especially for the event, moved from fifth to second by the sixth lap, while Woods nailed down third on the ninth lap. Scooter Patrick of Hermosa Beach was forced to retire with his Porsche Carrera Special on the eighth lap while running third.

Frank Monise of Pasadena was almost as easy a winner as Morgensen in the 45-minute modified main for cars classed G and H. Monise passed Snyder on the fourth lap and was never headed.

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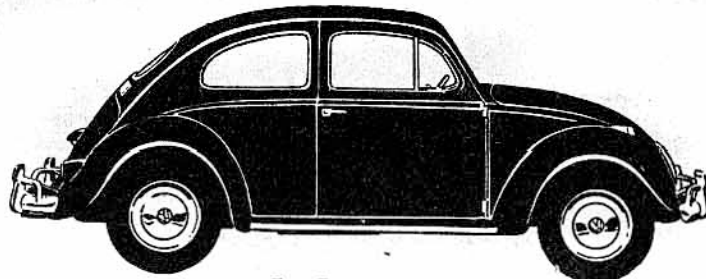
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## -By DUANE SPARKS-

This event will probably start and finish in Fresno, running from midnight on a Friday to late Saturday, with the victory banquet Sunday afternoon. Entry fee will be \$50, and there will be a generous guarantee against 40% of entry fees. **George Holland**, director of the sponsoring American Rally Club, Inc., says he is in the rally business to stay, and I for one feel the sport is most fortunate in having such a booster.

FINAL 1959 COUNCIL RALLY LEADERS  
UNOFFICIAL SCCSCC POINT STANDINGS

NAVIGATORS												
1. Al Sorensen	16	12	0	19	16	22	19	*	0	25	129	
2. Al Nesbitt	10	23	24	11	24	12	14	*	0	4	122	
3. Elizabeth Chester	*	18	9	18	13	0	23	0	11	22	114	
4. George Taylor	0	*	19	16	5	23	18	0	21	10	112	
5. Dick Lovell	0	19	0	24	15	11	24	17	0	*	110	
6. Bob Cole	7	9	12	7	19	(20)	22	22	0	0	98	
7. Larry Harris	12	0	6	1	17	15	13	*	20	14	98	
8. Bob Piety	0	0	*	0	25	8	25	0	25	15	98	
9. Don Simpson	0	0	20	*	22	24	0	2	9	12	89	
10. Jack Carlson	13	17	*	22	20	*	10	3	0	1	86	
11. Jerrie Sparks	24	0	23	*	*	1*	11	*	*	19	77	
12. Juanita DeLoof	0	22	14	25	*	0	*	*	*	*	61	
13. Ginny Herman	15	0	4	15	4	*	3	0	16	3	60	
14. Ann Sparks	6	10	25	9	9	*	*	0	*	*	59	
15. Nick Marechal	*	24	0	0	*	0	17	0	15	*	56	
16. Bob McPherson	23	0	0	23	0	9	*	*	*	*	55	
17. Frank Herman	*	0	0	0	0	4	8	18	23	0	53	
18. Ramona Christianson	*	0	0	0	*	17	*	6	22	8	53	
19. Bill Costley	*	*	*	*	14	25	*	*	13	*	52	
20. Millie Gruver	*	0	0	0	*	*	7	12	24	8	51	

\* Did not compete: ( ) Declared not for points. Score based on 25 points for first down to 1 point for 25th place in each championship event. Best 8 count for year's total.

### VARIOUS RALLY RESULTS

PELOMAR SCC RALLY OF THE STARS NOV. 8 KEN KELLING RALLYMASTER -135 CARS					
POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Stan Johnson	Al Sorensen	SMFCCA	Alfa	:29
2.	Wayne Brown	Al Rosenheck	PSCC	Corvette	:29
3.	Tom Kienholz	George Kendall	Astro	Jag	:54
4.	Bill Chester	Elizabeth Chester	RM	Alfa	:55
5.	Howard Frank	Don Royer	SMFCCA	A H	:58
6.	Ron Hall	Bob Dunn	Convair	TR 3	:59
7.	Duane Sparks	Jerrie Sparks	RM	T-Bird	:42
8.	Bill Rector	George Blondin	Astro	Piat	:46
9.	Chas. Kenyon	Wanda Taylor	WOW	Porsche	:51
10.	Bill Crytser	Rickie Kite	SDSCC	Borgward	:53
11.	Don Blunt	Bob Piety	LBDSCC	Hawk	:55
12.	Bob Piercy	Larry Harris	SMFCCA	Alfa	1:00
13.	Jack Stevens	Jean Stevens	Astro	Porsche	1:02
14.	Jerry O'Brien	Don Simpson	NASCAD	Porsche	1:03
15.	Bill Knight	Chuck Hudson	Cubic	Porsche	1:16
16.	Ron Jones	George Taylor	SDSCC	Porsche	1:23
17.	Gordon Madison	Don Black	NRSCC	Citroen	1:30
18.	Ramona Christianson	Millie Gruver	RM	Pearless	1:40
19.	Owen Thiipen	Ruth Piercy	SMFCCA	A H	1:44
20.	Dick Ecker	Bill Kiefe	SGVFCCA	Corvette	2:13
21.	Rich Keehn	Betty Keehn	Astro	TR 3	2:30
22.	Dick Coulter	Al Hesbitt	SMFCCA	Citroen	2:37
23.	Virg Herman	Ginny Herman	NHSCC	A H	2:38
24.	Doug Worthy	Penny Worthy	SMFCCA	Alfa	3:10
25.	Doug Linder	Jack Carlson	NRSCC	Porsche	3:14

STLEASCC RALLY DE SIMPLEX NOV. 15 RON GOING RALLYMASTER 12 CARS					
POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Dick Coulter	Larry Harris	STLEASCC	MG A	.46
2.	Jay Grafton	Dee Peebles	Corv. SC	Corvette	4.92
3.	Dick Yost	Sharon Lisle	STLEASCC	MG A	10.25
4.	W. McMillan	J. Johnson	Arrowhead	Porasche	13.47

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